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and AMERICAN NOVELTIES,  
we are prepared to execute  
orders for FANCY WORK with  
neatness and despatch, and at  
very moderate rates.

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# The China Mail.

Established February, 1845.

THE HONGKONG CHINESE MAIL  
報日字華海香  
(Hongkong Wai Tai Po.)  
ISSUED DAILY.  
GUY UN MAN,  
Manager and Publisher.  
SUBSCRIPTIONS:  
Five Dollars per annum, delivered free  
anywhere. Single copies, 10 cents.

No. 10,315.

號三十月三年六十九百八千一英

HONGKONG, FRIDAY, MARCH 13, 1896.

日十三月正年申丙

PRICE, \$2.50 PER MONTH.

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THE MERCHANTS BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL, £1,500,000.  
SUBSCRIBED, £1,125,000.  
PAID-UP, £562,500.

LONDON JOINT STOCK BANK, LTD.

Interest allowed on Current Accounts at the rate of 2 1/2 per annum on the Daily Balance.

ON NEW FIXED DEPOSITS:—  
For 12 Months, 4 1/2 %  
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For 3 Months, 3 1/2 %  
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J. W. R. TAYLOR, Manager, Hongkong.

Hongkong, December 18, 1895. 228

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Incorporated by Royal Charter 1853.

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RESERVE FUND, £800,000.

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" " " " 3 " 3 1/2 %

T. H. WHITEHEAD, Manager.

Hongkong, September 16, 1895. 846

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$10,000,000.

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RESERVE FUND, \$10,000,000.

PROPERTY, \$10,000,000.

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HONGKONG—INTEREST ALLOWED.

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" " " " 6 " 4 " "

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T. JACKSON, Chief Manager.

Hongkong, February 15, 1896. 368

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

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For the Hongkong and Shanghai Banking Corporation,

T. JACKSON, Chief Manager.

Hongkong, August 1, 1895. 1616

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORISED CAPITAL, £1,000,000.

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Geo. W. F. PLAYFAIR, Esq.

Interest for 12 months Fixed 5 %.

Hongkong, October 23, 1894. 1711

SIES TING, Surgeon-Dentist.

No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, April 8, 1896. 999

## Business Notices.

LANE CRAWFORD & CO.

## FURNISHING DEPARTMENT.

### NEW STOCK OF

SAXONY AXMINSTER CENTRE CARPETS and RUGS for Polished Floors. KENSINGTON CARPETS, Bordered, Fringed and Reversible in every size. STAIR and HALL CARPETS, LINOLEUMS, MATS and MATTING.

HOUSEHOLD DRAPERY, TABLE LINENS and SERVIETTES. TAPESTRIES and COVERING FABRICS.

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DESS and IRON BEDSTADS and SPRING MATTRESSES in every size. BEDDING—Our own MANUFACTURE and GUARANTEED PURE (Special Terms to Hospitals and Institutions).

UPHOLSTERY WORK OF EVERY DESCRIPTION carried out by EXPERIENCED WORKMEN.

### SHIPS' UPHOLSTERY A SPECIALITY.

Lane, Crawford & Co.,

Complete House Furnishers.

Hongkong, February 5, 1896. 286

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An absolutely Pure  
SPARKLING TABLE WATER.

Per 1 doz. Quarts \$1.75, less \$0.50 for empties returned \$1.25.

Per 1 doz. Pints \$1.00, less \$0.25 " " " " \$0.75.

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SOLE AGENTS,

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By ROYAL WARRANT To HER MAJESTY THE QUEEN.

Awarded 31 Gold and Prize Medals.

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PERTH  
WHISKY.

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Under Competition, the only SCOTCH WHISKY drawn at the Bars of Messrs. SPIERS & POND, LIMITED, LONDON.

SOLE AGENTS for South China and Philippines,

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100 House Street, Hongkong.

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## THRIFTS ENAMEL COMPOSITION,

FOR IRON-WORK, SHIPS' HOLDS, BEAMS, BUNKERS, &c.

### ITS ADVANTAGES ARE:—

HAS good covering powers.

One coat is sufficient.

Applied as ordinary paint and dries in a few minutes.

Preserves steel or iron from corrosion and withstands gaseous and atmospheric influences.

invaluable for lower holds and bunkers.

Presents a highly polished surface of a bright red colour.

Sole Agents for China and Japan,

WATTS & Co.

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KROPP'S Celebrated RAZORS and STROPS.

A Splendid \$5 TENNIS BAT, Best English-make.

A Large Assortment First-Class TENNIS BATS.

Undersewn Match TENNIS BALLS, \$5.50 doz.

Also, AYRES' "Champion" and "Faultless" TENNIS BALLS.

DANCING PUMPS, DANCING SHOES.

Hongkong, February 19, 1896. 389

## W. POWELL & Co.

Great Clearance Sale

FOR

ONE WEEK ONLY.

SEE EXPRESSES.

W. POWELL & Co.

Hongkong, March 7, 1896. 627

## Apollinaris

"THE QUEEN OF TABLE WATERS."

"First in Purity."

BRITISH MEDICAL JOURNAL.

"Has a charm which makers of artificial aerated waters do not even dream of."

MORNING ADVERTISER.

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HONG KONG, SHANGHAI, CANTON, TIENTSIN, AND HANKOW.

## Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED, HONGKONG HOTEL—PRAYA.

Sole Eastern Agents for: Snowdon, Sons & Co. 'Snowdrift' Manufactures. The New Wire Wove Roofing Co. The Aluminium & General Foundry Co. Spinnetor Grip Armoured Hose.

BELL'S Special

ENGINE and CYLINDER

OILS

Have given excellent results wherever tried.

W. JACKSON, Manager.

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## A WORD TO THE WISE!

The Safest and Surest Protector against Plague, Fevers, Small-pox, Cholera, and other Infectious Diseases.

## ESSETS FLUID,

THE STRONGEST KNOWN

DISINFECTANT,

GERMICIDE, ANTISEPTIC AND DEODORISER,

NON-POISONOUS.

Endorsed and recommended by the Highest Medical, Scientific, and Sanitary Authorities.

WATKINS & Co.,

SOLE AGENTS,

68, QUEEN'S ROAD CENTRAL, HONGKONG.

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## PENINSULAR & ORIENTAL STEAM

NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATES named:—

FOR: STEAMSHIP: CAPTAIN: DATE:

LONDON:.....Bombay:.....R. J. SLEEMAN:.....About 19th March.

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For Freight or Passage, and further Particulars, apply to

P. & O. S. N. Co.'s Office, ALF. WOOLLEY, Acting Superintendent.

Hongkong, March 12, 1896. 661

## GREEN ISLAND CEMENT CO., Ltd.

FIRE CLAY WORKS, DEEP WATER BAY, HONGKONG.

CEMENT FACTORY, GREEN ISLAND, MACAO.

PORTLAND CEMENT, GLAZED STONEWARE, DRAIN PIPES AND FITTINGS, GLAZED PAVING BRICKS AND TILES, FIRE BRICKS and FIRE CLAY, &c., &c.

For Prices and further particulars, apply to

Feb. 1, 1896. SHEWAN & Co., General Managers.

CALIFORNIA CLARETS.

Full-bodied and Fruity.

1 doz. Quarts, 2 doz. Pints.

TRADE MARK: ZINFANDEL, ... \$4.50 \$5.00

CALIFORNIA CLARET, ... 4.00 4.50

SOLE AGENTS:—

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Wine and Spirit Merchants,

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For Comfort

For Convenience

THE

HONGKONG HOTEL

Is unsurpassed in the

FAR EAST.

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## THE HONGKONG BUTCHERY,

Nos. 11, 13 and 15, Central Market.

TRY OUR

VEAL SAUSAGES, 25 Cents per lb.

BOLOGNA SAUSAGES, 50 Cents per lb.

SHIPPING AND COAST PORT ORDERS WILL HAVE PROMPT ATTENTION.

J. TATAM.

Hongkong, February 11, 1896. 399

## HONGKONG TRADING CO.

HAVE A LARGE STOCK OF

TABLE LINEN,

SHEETINGS, BEDDING, ETC.

BILLIARD CLOTH.

7, 8 and 5, D'AGUIAR STREET.

## Auctions.

PUBLIC AUCTION OF HOUSEHOLD FURNITURE AND EFFECTS, VALUABLE OIL-PAINTINGS, &c., &c.

THE Undersigned has received instructions to Sell by Public Auction, on

SATURDAY,

the 14th March, 1896, commencing at 2.30 p.m., at his Sales Rooms, Duddell Street,—

A QUANTITY OF

HOUSEHOLD FURNITURE AND EFFECTS,

comprising:—

DRAWING-ROOM SUITS in Tapestry and Furs, VERY HANDSOME LARGE OVERMANTEL, OCCASIONAL and FANCY TABLES, CUTLASS PIANO, WRITING TABLE, BOOK-CASE, PICTURES, ORNAMENTS, CARPET, RUGS, WHITE LACE, ART MUSLIN, and DAMASK CURTAINS, FENDERS, &c., &c.

CANTON BLACKWOOD FURNITURE.

VERY FINE and VALUABLE OIL-PAINTINGS, ACADEMY EXHIBITS.

ONE TELESCOPIC SOLID BRASS STANDARD LAMP and SHADE.

ONE PAIR SOLID BRASS PEDESTAL LAMPS.

SIDEBOARDS with BEVELED GLASS, EXTENSION DINING TABLE and CHAIRS, DINING WAGONS, DIVAN and DESERT SERVICES, ELECTRO-PLATE and GLASSWARE, &c.

PANTRY REQUISITES, KITCHEN STOVE, COOKING RANGE, &c.

DOUBLE IRON BEDSTADS and MATTRESSES, &c.

MARBLED WARDROBES, DRESSING TABLES and GLASSES.

TOILETWARE, WARDROBES with BEVELED GLASS DOORS.

ONE LARGE SOLID DOUBLE-WINGED TEAK WARDROBE, SUNDAY BED-ROOM FURNITURE, BATHROOM REQUISITES.

RICHESHA, &c., &c.

Catalogues will be issued prior to Sale. On View from Friday, the 13th March.

TERMS OF SALE.—As customary.

GEORGE P. LAMBERT, Auctioneer.

Hongkong, March 11, 1896. 560

## Intimations.

### WANTED.

AN EUROPEAN ASSISTANT for GENERAL STORE, One with Experience of Harbour Work preferred.

Apply to

"X. Y. Z.",

OFFICE OF THIS PAPER.

Hongkong, March 9, 1896. 544

## PERSEVERANCE LODGE OF

HONGKONG, No. 1,165.

A Regular MEETING of the above LODGE will be held in the Freemasons' Hall, Zetland Street, on MONDAY, the 16th Instant, at 5 for 5.30 p.m. precisely. VISITING BRETHREN are cordially invited to attend.

Hongkong, March 9, 1896. 538

## CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

THE Eighteenth Ordinary Annual MEETING of the SHAREHOLDERS of the Company will be held at the OFFICE of the General Agents, Pedder Street, at Noon, on FRIDAY, 27th March, for the purpose of receiving their Report with a Statement of Accounts to 31st December, 1895.

The Transfer BOOKS of the Company will be CLOSED from the 13th to 27th March, both days inclusive.

JARDINE, MATHESON & Co., General Agents.

Hongkong, March 6, 1896. 615

## LUZON SUGAR REFINING COMPANY, LIMITED.

NOTICE.

THE Fourteenth Ordinary Annual MEETING of the SHAREHOLDERS of the Company will be held at the OFFICES of the General Agents, Pedder Street, at 12.30 p.m., on FRIDAY, 27th March, for the purpose of receiving their Report with a Statement of Accounts to 31st December, 1895.

The Transfer BOOKS of the Company will be CLOSED from the 13th to 27th March, both days inclusive.

JARDINE, MATHESON &



A SINGAPORE musical critic (save the mark!) says that the Choralist de Konink used 'the instrument to interpret the verbal meaning of the composer.' Has the only Verdant Green been on the job again?

**VESSELS IN THE DOCKS.**—At Kowloon: Princess Wilhelm, Iry, Sul Berg, Orano, Talle.

**Comopolitan.**—Martha, Satsuma Maru. Aberdeen—Vierwaerta.

The Governor of the Straits Settlements telegraphed from Penang to the Italian Consul at Singapore, expressing his great sympathy with Italy in the grief in which that country has been involved by her losses in Africa.

During the past few weeks the residents in Kowloon have been subjected to considerable annoyance by the visits of a number of beachcombers. These lazy fellows generally pay their visits during the day, when the master is at business, and persistently demand assistance, much to the alarm of the lady of the house. It is to be hoped the Police will endeavour to put a stop to this nuisance.

Two very interesting pamphlets have been issued by W. Robinson and Co. on the manufacture of pianos. 'At a Piano manufactory' deals in a readable fashion with the various details in piano manufacture. The other pamphlet is entitled, 'A Pianoforte Solo.' A tour in Scotland with a concert party has been a chatty fashion. The party had taken a 'Brimmead' piano with them on the tour. Many interesting incidents are related of their successes and failures. The bulk of the book is devoted to describing the works of Messrs Brimmead and Sons. This has been accomplished in an attractive way. The two pamphlets should be read with interest by all musicians.

**COMPOSER.**—I have here a song that I think will commend itself to the musical critic. Publisher—Musical critic nothing! If it pleases the critic boys, it's a go; if not, not. We know our public, sir.

The Jewish community, we read, are to have the distinction of furnishing the first lady baroness to the Calcutta Bar. This is worthy a turning of the tables as between Fortia and Tysack!

At a recent meeting of the Planters' Association of Ceylon the following resolution was passed:—That, in view of the fact that the proposed settlement of Colonial Military Contribution to the Imperial Treasury purports to be final, this Association urges upon Government the desirability and necessity of having the rate (so long as such contribution is based on a percentage of the revenue of the colony) levied on net revenue, or at least on revenue less land sales and railway expenditures, and also the desirability of intimating to the Colony as soon as possible what maximum contribution is proposed.

When 'Ouida' sent out her Beautiful Guardmaid to shoot small game with a rifle one could afford to smile at her blunder, for accuracy in ball detail was never professed by that gifted writer. But what shall be said of a glaring mistake relative to sport, made by that omniscient lady-novelist Marie Corelli, who, in her own eyes at least, is infallible on all subjects which she touches? Her latest work is *The Sorrows of Satan*, a book which many have already read, though scarcely with good effect. We are not here to criticise its literary merits, but when an authoress lays herself out deliberately to denounce the follies and vices of the age she should at least strive for accuracy in detail. Her millionaires here are pictured as coming under the influence of the Prince of Darkness in human guise. Lord Rixford, who is taken to launch him into Society. Lucifer—we beg pardon, Lucio—cynically advises that the quickest way to fame is to win the Derby, and he guarantees both horse and jockey. This is in the winter, and in the following June Phoebe, who has been entered meanwhile, wins the race by a couple of lengths, beating the Prince Minister's 'racer.' To improve matters the horse is said to be ridden by Prince Lucio's valet, Ami, who is fittingly called 'the brightest of brightest aristocrats.' Satan's power on earth is admittedly very great, but only Marie Corelli herself could make him successful in the Derby six months before the actual race.

**CAPTAIN Beshan** of the Eastern Channel Light Vessel, Calcutta, who carries on a lively warfare against monster sharks, has just managed, by dint of hooks, harpoons, and bullets, to slay a formidable brute some two fathoms in length. On Monday, 27th January, a splendid specimen of a tiger shark was towed from the Lightship, and the barbed iron was duly baited and hung over the fall. The Captain had been told to wait before the shark came, and when the mouth of the shark, and it was apparently caught. Knowing well, however, how futile would be any attempt to get the beast on board, the Captain got out his rifle and aimed a shot at the animal's head. He seemed to have hit the bump of mischief, for the shark gave one powerful lurch with its tail and got clear of the coils. After lingering a short while, motionless, on the surface it disappeared below. A few minutes later the dark loon of a shark, some three fathoms down, was seen making for the baited hook, and soon up came a great follow to the surface back to the boat. This time the Captain's snail told, as he planted in quick succession, two Martini-Henry bullets in its head, within an arm's length of the gunnery, and it was hoisted on board. It looked a terrible brute as it lay stretched on the deck, measuring 12 feet from snout to tail-end, and 2 feet 2 inches across its head. It was striped somewhat like a tiger, only the stripes were broader and more like elongated spots, the black marking being clearly visible on the blue-black or dark slate colour of the hide. On examination the contents of the jaw, the partially digested fish of another shark was found. Apparently the voracious brute had bolted one of its fellows. The extracted jaw was fully two feet in the round, and about one foot five inches from the ends, once wide, so that the fish must have been of considerable size.

**HE**—I guess there's going to be some more yearning in the choir. She—No, I don't mean it. He—Yes, I do; the contralto is going to marry the tenor.

## SAFETY OF THE CITY OF RIO.

Our readers will be pleased to learn that the overland Pacific Mail steamer *City of Rio de Janeiro* arrived safely at Honolulu and is now on her way to Yokohama. We are indebted to Mr. J. S. van Buren, the local agent of the Pacific Mail Company, for the following communication:—

I am glad to be able to inform you that I am just in receipt of a cable from San Francisco advising me that the *City of Rio de Janeiro*, which left San Francisco on February 6th, arrived in Honolulu on March 1st, short of fuel, and that she sailed again on the 5th for Yokohama.

## ANOTHER CHINESE LOAN.

**HONGKONG AND GERMAN BANKS INTERESTED.**

(Special Telegram from Our Own Correspondent.)

PEKING, Thursday, March 12, 5.30 p.m.

The new Chinese loan for a hundred million Taels has been arranged with German and Hongkong banks.

[Upon enquiry in Hongkong we are able to verify the accuracy of our Peking Correspondent's message. The loan is for £16,000,000 Sterling, and it is concluded between the Chinese Government and the English and German Syndicate represented by the Hongkong and Shanghai Bank and the Deutsche Asiatic Bank of Berlin.—Ed., C.M.]

## REUTER'S TELEGRAMS.

(Supplied to THE 'CHINA MAIL'.)

LONDON, March 11.

**THE UNITED STATES AND CUBA.**

Congress is disposed to drop the Cuban affair.

**RUSSIAN RE-INFORCEMENTS FOR THE FAR EAST.**

The Times correspondent at Odessa states that the despatch of troops to the Far East actively continues, although the force there already exceeds 90,000 men.

**RUSSIA AND GERMANY.**

M. Goluchowski has had two long private interviews with the Emperor Wilhelm.

**OPENING OF THE MUSEUMS ON SUNDAY.**

The House of Commons has passed a resolution to throw the Museums open to the public on Sundays.

**THE CASE OF PLAQUE AT SINGAPORE.**

A FATAL RESULT.

The *S. A. Wingard* was released from quarantine this morning (says the *Singapore Free Press*) after being fumigated and thoroughly disinfected. The passenger who was reported as suffering from bubonic plague, and whose life was reported to be in great danger, died yesterday afternoon. Fortunately all the other passengers, about 350 in all, are reported to be doing well, but their destination will probably extend over the full period of nine days, six days, more or less, from now.

It is proposed to establish a Ladies' Park in Madras, as a place of resort for purposes of recreation exclusively for the benefit of women and children. The management of the Park is to be in the hands of a committee of ladies, and even the servants in the place will belong to the same sex.

Certain capitalists of Teuraga have under contemplation a scheme to establish a shipyard. A company there with a capital of one million yen. They have engaged an engineer from Tokyo and ordered surveys to be made, which show that there are three suitable spots for the formation of docks. The construction of the docks will, it is estimated, be completed in three years from the date of commencing the work.—*Japan Advertiser*.

Li Shun Sei, a Formosan, who arrived in Hongkong with Admiral Cochrane and was decorated with the Rising Sun, is, according to the *Yomiuri*, about sixty years old. He is worth 500,000 yen, dealing mostly in tea and camphor. He took the lead in joining the Japanese and rendered valuable assistance to the Japanese army in the subjugation of the island. He has decided to cut off his cane and adopt Japanese clothes.

The Committee of Lloyd's has decided to bestow the Silver Medal of the Society on Captain W. Nutman, of the steamer *Admiral*. The log of the steamer *Starfish*, which rescued the crew of the *Admiral*, gives the following account of the rescue of the *Admiral*, which was lying on her beam ends and apparently sinking. Manoeuvred ship round to windward of her three times, each time sending away a lifeboat and again picking up the boat under her lee. With great difficulty, owing to darkness (two a.m.) and heavy sea, succeeded in rescuing 23 of her crew, and one alone and two deck passengers. This completed her complement with the exception of one boy. One of our lifeboats got badly stove in, and returned full of water. About 6.10 a.m. our boat took off the last batch of the crew, except the captain, who was trying to save an injured man, and who refused to leave without him. As the steamer was settling down rapidly, and it being no longer necessary to remain near her, the second officer, in charge of the lifeboat, asked the captain for a final answer, and as he still persisted in attempting to save the man, he was compelled to shove off, and he immediately after, at an untimely loss holding on to his man. They were then picked up and brought on board, and the injured man was with difficulty rescued by the ship's surgeon. Hoisted up our boat, and then steamed slowly round to search of the missing boy until 7.55 a.m., when we resumed our voyage.

W. Robinson & Co.'s Pianos are guaranteed for the climate. Pianos repaired equal to new.

## RECREATION NOTES.

The Kowloon F. C. are to be congratulated upon their popular win in the Final Cup Tie on Saturday by 3 goals to nil. By common consent the match was devoid of that brilliancy of play, calm judgment, and spirited exchange which were the pleasing features of several of the previous ties in the competition. The crowd apparently kept their tongues well in their cheeks, and rarely gave the unruly member the usual chance of self-assertion. Mr. King, the Referee, had no occasion to check rough play—a most satisfactory feature of the game. Kowloon eleven showed evident traces of having been carefully trained and coached, which reflects great credit upon Henderson, the Captain. The team played a good scientific combination game—every man kept his place, particularly among the forwards, who passed splendidly and advanced like one man. No doubt the best man was Henderson, who played up to his old form and checked many of the Centurion rushes, besides combining his men in the very finest style. The 'Centos' were a very disappointing lot on this occasion. They lacked their old fire, and after the first goal was scored seemed to get demoralized. In the first half they should have scored once or twice, but their forwards preferred to lie too far back, thus giving the Kowloon backs ample time to relieve the pressure, instead of pressing on the goal. There was no cohesion in the front division. Every man for himself, and combined with hot haste and scatter-brained tackling and shooting from the 25, contributed a great deal to demoralize the whole team. The halves were not up to the old 'chop,' neither was Shirland nor Oumbers at back. The reason assigned for this break down cannot be accounted for very readily. It must either be from want of practice or staleness—at all events, their form was very much under what we have recently seen, which justified the expectation of a much more spirited and evenly contested game for possession of the handsome trophy now kept in the Colony.

The absence of brilliancy in the back division of the 'Centos' may be accounted for by the fact that they were well looked after by the Kowloon forwards. The halves of the Kowloon Club know how to feed a forward line, and very seldom did they put the ball down the field to give the opposing backs a free-kick, the style of half-back-play we are too accustomed to see in Hongkong. The backs had to work hard to reach the ball, and when they came out for it they found the Kowloon forwards invariably too speedy for them. Besides this, they weakened themselves in detailing men to watch the Kowloon out-aid forwards. It is true that these players never had a chance of showing off their speed and shooting powers, but to put them out of play cost the 'Centos' too much, and it enabled the three inside men to play their own game very much as they liked. That really cost the 'Centos' the game. They had turned out prepared with a certain set of tactics and they had not the good sense to adapt themselves to the actual conditions of the game. The Kowloon forwards could not have played a wiser game. Finding it was drawing off the strength from the 'Centos' centre the outside men were content to play the part of decoys, and if they did not shine with their customary brilliancy they deserve to share equally in the eulogiums passed upon Gow, Mylie and McSwaid. These three played a solid game. There were not those flashes of fine play which we have been taught to expect from Gow and Mylie, but McSwaid played a dashing game from start to finish and justified his selection. The Centos' forwards, after the first few minutes, had little or no combination. The left was the best wing; here Richards, Steel and Blount from half-back repeatedly brought off neat bits of passing play, but the Kowloon backs were ruthless in nipping in the bud anything that looked dangerous. The re-arrangement of the Kowloon back division produced a great improvement. Knight had little to do in goal, once only in the first half having to fish out a hard shot; of the backs Robinson was the safer; while of the half-backs Henderson was the bright particular star. He was certainly the best man on the field, but he found useful assistance in Hargon and Gambon. I have never been enamoured of the Centos' goalkeeper, and while he played pluckily enough, Saturday and could not have saved the game his method of clearing is very far from perfect.

There is quite a feeling of regret that the Cup Competition has ended. It has produced a healthy spirit of rivalry among footballers, and an enthusiasm never before witnessed in the Colony. Moreover, it has made old crooks and spectators feel young again to watch the exciting games played at Happy Valley. The praise and thanks of the sportsman are due to the Hongkong F.C. for conceiving the idea of having a trophy to be played for, and for framing the rules as well as assisting to put the machinery in motion to make the competition the marked success which it has been. Now that Association football has reached the highest pinnacle of popularity it is to be hoped that a Challenge Cup will be published subscribed for next season, worthy of the game. I believe there is a movement in this direction, and judging from the large crowd that turned out to witness Saturday's game there should be no difficulty in raising the necessary funds for a permanent trophy.

There have been lots of queries as to what the Kowloon Club intends to do with its cup. The matter is under the consideration of the members, and I believe the most likely proposal to be approved of is that the Captain of the team, Mr. J. Henderson, who has contributed more to the success of the Club perhaps than any other member—not even forgetting the energetic and enthusiastic Secretary of the Kowloon Club—should be allowed to retain it as his own property on condition that he presents badges to the remainder of the team.

In Mr. Henderson, the Captain of the successful team, Hongkong has a splendid specimen of the all-round sportsman. Before leaving Scotland he was, I believe, a prominent member of the Dumbarton Athletic, which has always taken a leading place amongst the leading football clubs of Scotland. He has been in the Colony a little over three years, and since resuming his interest in outdoor sports has come rapidly to the front. Although only a 'griffin' in rowing matters, he successfully stroked the Scottish crew at the recent Regatta, the first win for Scotland after a long period of non-success. Last year, he won several prizes for canoe shooting, and held the Challenge Cup of the Hongkong Volunteer Corps for 64-practice. The morning after the football match, he turned up at the Kowloon Rifle Range, and put together a scratch score of 91 points—a remarkably good score for the service carbine; thus winning the Wallace Cup, and, if I am not mistaken, the McCollum Cup as well. The Kowloon Dock, its curious tenets, has been monopolising all the prizes of late. One of the Dock Daughters, under Sergt. Lowrie, won the Challenge Cup for 64-practice and drill a week or two ago; scarcely a carbine competition passes without a prize or two going there; their marksmen are good enough to be able to contribute one of their number to the Interport Rifle Team; and in billiards, chess and other indoor games they have some first-class exponents. Several of the Dock staff can handle the cue with no mean ability, but the Champion is the general Rutter, who only the other day won the \$300 prize given by the proprietors of the New Victoria Hotel. Mr. Rutter has distinguished himself in the Dock handicaps, the Engineer Institute handicaps, and the Hotel handicaps, winning numerous prizes, besides proving successful in several closely contested matches. Let Kowloon flourish!

Before leaving the subject of football, I may give the following humorous suggestion of Puck for the settlement of the Venezuela question:—

Perhaps Lord Salisbury would agree to leave the matter to a Congress of football experts—11 from each side of the water. The lines drawn through the centre of the field might represent the Schomburgk line. A goal kicked from the field should count 5000 square miles, and a touch-down 4000 square miles. Great Britain or Venezuela to receive a clear title to an extent of territory to be determined by the score. All parties to abide by the result, except that Great Britain, in the event of losing the game should have the time-honoured privilege of claiming that we did not play fair. One half of the game's receipts to form a pension fund for the combatants. No police interference under any circumstances. Football like war, affords plenty of glory, blood, and excitement, and it injures nobody except the people who rather enjoy being made the victims of contusions and compound fractures. People who don't want to fight can shout and bet on the result; and there are so many people here who would like to see the English and the Scotch who do not want to fight that it will be a great pity if they fail to find a *modus vivendi*.

The Kowloon F. C. according to the Rules of the football competition will play a combined team of the Rifle Brigade. No intimation has reached me, but I understand the match will be played at the Happy Valley to-morrow afternoon.

Sixteen members of the Singapore Recreation Club are engaged in handicap and championship tournaments. Chess in the Far East appears to be 'booming' in sympathy with the chess boom in America and Europe. It is a nice game for people who have no legs to spare.

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The Mercantile Chess Club has offered a purse of 5000 roubles for the winner and 1000 for the loser in a match between Steinitz and Lasker, to be played in May, at Moscow. Lasker played 19 games simultaneously at the Moscow Chess Club and lost only one game. The Committee of the Hastings Chess Club are endeavouring to arrange a Championship match between Lasker and Steinitz for a purse of 1000, for the winner, and 500 for the loser, to be played at Hastings, in May next, the games to be the property of the Hastings Committee. We doubt (says the *Standard*) whether the conditions will be acceptable to the players. Lasker need not play with Steinitz for the Championship, since he has been in the front rank, and in the game at Hastings. They have played altogether 26 games, of which Lasker has won 14, Steinitz 6, with 6 draws. Besides, Lasker will not play for 1000, and Steinitz will not agree to the Committee claiming the games.

I am pleased to learn that the approaching Athletic Sports, to be held on the Happy Valley, on Saturday, the 21st inst., promise to revive the past glories of this annual event. Under the direction of the Committee of the Victoria Recreation Club the preparations for the Sports are being actively pushed ahead. Entries close to-night, and I am informed the number of entrants, including several from the garrison and navy, is larger than it has been for many years.

## OUR NEW POET LAUREATE.

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When the world, with bated breath,  
Yearned to know why the riders bold  
Basking under a *Judas* fold,  
Led by *Jamieson* (who more truly)  
Met *Traversing*, *foes*, and *death*.

Glorious theme for verse,  
Met for the loftiest flight  
Of words, on wings of thought,  
In words of fire, with genius fraught,  
To sing of gallantry the height,  
In measure grand yet terse.

Ah! how he sank full low;  
Laureate in naught save name;  
Feeding the world with trumpery hash  
Of vulgar, pointless, jingling trash;  
Causing him to blush in shame,  
And the Nine in anguish to grieve.

Again to write he tried,  
When, bled with sorrow's load,  
A mother sought to soothe the pain  
Her widowed heart knew once again,  
As at a stricken daughter's side  
His tender pity glowed.

Glorious the lengthy reign,  
And marked by triumphs great;  
Yet none so truly, truly grand,  
As the woman's heart and loving hand,  
Guiding the ready helm of state,  
With wit and wisdom of a saint.

Ah! in a realm so vast,  
Where the mother Queen moves all  
To gentle deeds, and loving speech,  
And reverence wide as Empire's reach,  
Is there no heart to make this fall  
Of Laureateship the last?

## THE WHEELBARROW TOUR.

Some months ago, three persons—M. Gallia, his wife, and his brother-in-law—left Paris with a wheelbarrow, to make a tour of the world. M. Gallia (the *London Telegraph's* correspondent says) has returned to Paris, and has given his own account of the adventures of the party. From his narrative it appears that his wife died from injuries inflicted by wolves. M. Gallia states that, as they were nearing Mitrovitz, in Croatia, on January 24th last, they were suddenly attacked by nine savage wolves. The little expedition was moving very slowly on account of the snow, which was piled deeply on the roads. One of the animals bounded to M. Gallia's throat before he had time to draw his revolver. Fortunately, he was able to shoot the animal with his pistol, and he was successful in lodging a bullet in the beast's neck. Hardly had he done so, when the other wolves sprang at her and bit her terribly in the face, breast, and arms. Peasants, hearing shots, came to the assistance of the travellers, and five of the animals were slain. The others ran off to the woods, having been pursued a considerable distance by the rustic. M. Gallia was in a pitiful condition and had fainted through loss of blood. The peasants made a stretcher for her out of tree branches and carried her to the town of Indje, eight miles from Mitrovitz. There she was conveyed to her home by horse and carriage, but, in spite of all the care bestowed on her, she died in that town.

With regard to the rapidly with which coal can be put on board a steamer at Barry, the case of the *Riviera* is cited, on Sept. 14th last, when, between 3.30 p.m. and 8 p.m., upwards of 2,000 tons were put on board that vessel. It would be impossible for the Admiralty to overlook such a feat should circumstances arise to render the mobilisation of the fleet necessary. This performance affords very much in its nature from the outfit of steamers as done at Singapore or other coaling ports. The coal in the *Riviera* case is reported to have been hoisted by cranes and trucks which coal is stored into bunkers, a very different thing. The best performance of *Laurel* in this respect was the coaling of the *Starling Castle* (1,800 tons) and the *Glenloch* (1,400) in 9 hours, worked simultaneously. Under the circumstances this represents even better work, and demands infinitely more organisation and supervision than the stowage of coal cargo in the holds of the *Riviera* alluded to above.—*Singapore Free Press*.

For pure thrill it would be difficult, indeed, to surpass an incident that occurred in a little mining town in the North-West of Australia some time ago. The alarm was raised that a child had been lost, and was believed to have strayed towards the Whistling Creek, where the tale of a fortune-teller's golden rules is lately told now in the hundreds of abandoned mining shafts. Hastily the gleeful father yoked his horse to the waggone, and drove to the scrub, accompanied by willing neighbours, riding and driving. A wolf was the conjecture as to the fate of that child lying senseless, perhaps dying, in the bottom of one of those old shafts. Any one of them might be the living grave, and hurriedly they examined the brink of each for footmarks that might guide them. The father of the child, crawling a chain, stepped back of his horse, and getting down to repair it, sought for a bit of rope in the back of the trap. There he found the lost child coiled asleep amongst some straw under the seat of the competitors with the exception of Lasker.

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## THE MERCANTILE MARINE AND THE ROYAL NAVY.

AN INTERESTING LECTURE.

Vice-Admiral Sir R. Fremantle, recently in command on the China station, presided on the 29th Jan. in the theatre of the Royal United Service Institution, where Commander W. F. Caberne, R.N., read a paper on 'Our Seaborne Commerce and the Mercantile Marine.' The lecturer gave a number of statistics to show the preponderance of our seaborne commerce, and the extent to which we are dependent upon the Colonies and foreign countries for the necessities of life. Then he dealt with 'one of the most burning and most important questions of the day' the manner in which our Merchant Navy is manned. According to the official returns, in 1894 there were about 249,548 persons (including masters) employed in British vessels, of whom 26,176 were seamen and 31,650 were foreigners, leaving a balance of 183,233 European British subjects. In addition there were about 121,978 persons engaged wholly or partially in fitting, making a grand total of 363,458. This percentage of foreigners was high, and had greatly increased during recent years, while the opinion was held in various quarters that the official figures did not give the real number of foreigners. Having quoted authorities to prove that a Navy, unsupported by an extensive Mercantile Marine, could not endure the strain of a long-continued war, Commander Caberne said:—The problem of how to man the Royal Navy in time of peace has been fully solved by the introduction of the continuous-service system, and the problem how to reinforce the Royal Navy in time of war has been solved by the creation of the Royal Naval Reserve; however, it was absolutely certain that we should require many more men than we now possess; accordingly, the lecturer would have to be made up from among our seafaring population, and it was obvious that every foreigner employed in our Merchant Service helped to restrict our recruiting ground. Moreover, it did not appear to be wise on the part of a country which was so wholly dependent upon her shipping for her food supply to have her vessels largely manned by aliens, who would not be likely to exert themselves much in order to escape capture, and who might conceivably be in league with the enemy. It was analogous to placing the keys of the citadel in the hands of a stranger, and was a standing danger to our national life. British merchant seamen were absolutely necessary in time of war for three purposes—to reinforce the Royal Navy, to conduct our food supply, and to carry on all the ordinary trade that might be available. The causes that had led to such a large influx of foreigners were the repeal of the Navigation Laws, though he did not advocate their imposition—and an increasing disinclination on the part of the owners to employ young lads owing to the way steam had affected the character of our trade. It was alleged that the man who was more seaborne and amenable to discipline than the Britisher. He did not admit this, and pointed out that the general character of the British seaman had greatly improved in recent times, though the foreign element was rapidly diminishing. Much had been done for social and moral well-being, but not so much as had been done for the land population. He suggested that, pending the establishment of a pension fund, the benefits of the Post Office should be brought nearer to the manner by vesting in the Superintendents of Mercantile Marine the power to exercise the postmaster's more stringent regulations as to the cooking and service of the men's food and as to crew wages; and, if possible, the retaining of more men to work on vessels in home ports with the object of sailing in the summer in ships. He also gave details of his plan for increasing the Mercantile Marine by Government action. It was that the Board of Trade should be furnished with funds out of the public purse wherewith to annually apprentice a fixed number of lads, not under the age of 15, selected from the most industrious and respectable, to approved ship-owners for a term of three years. The sum to be paid should cover all expenses to which the shipowner would be liable, and an agreement, outside the scope of the indentures, should be entered into with the Government by the boys and their parents or guardians. At the end of the three years the boys should be entered in the Third Class of the Royal Naval Reserve; upon the expiration of their indentures they should undergo three months' instruction on board one of the modern dreadships; after which they should be required to serve in the Fleet for a period of 12 months, and then be sent to one of the schools for a course of gunnery. By this time their training would be pretty complete, and they would be in a position to earn their own living in the Merchant Service—they being required to serve for 10 years in the Royal Naval Reserve from the age of 20, and being eligible for pension upon the same terms as those granted to First Class men. In addition, a limited amount of State aid should also be given towards the training of a number of boys not intended to be enrolled in the Royal Naval Reserve (although, of course, they would become eligible to do so), by the payment of a small stipend, which would be available to the vessels carrying our food supply in time of war, for it must be borne in mind that at such a period sailors will be necessary for other purposes than that of fighting. It would be most essential that considerable care should be taken in selecting ships for the boys in the first instance, so that they would not at the outset of their career be exposed to the risk of losing respect for their authority over them, and, by the character of their treatment, become disgusted with their calling. Of course, all this would cost money, but it would be very cheap compared with the scheme mentioned, and, in his opinion, would, from an all-round point of view, be attended with more satisfactory results. If we spent £250,000, or even £500,000, per annum on this training of seamen, it would be but a small sum compared with the gigantic interests at stake. No nation that scheme or system might be adopted the best, it was to be sincerely hoped that the Government would really take up this question of the manner of the Merchant Navy in some practical manner before long. While waiting for those in authority to act, he thought there was still room for an Association pledged to use all the means in its power to cultivate the British seaman in preference to his foreign rivals. Such an association should seek to draw into its ranks persons of every degree, including shipowners, masters, mates, engineers, and, in fact, all who took an active interest in the future of the Empire, in the method of its work, should widely point out the dangers attending the present system should initiate and carry through schemes; should in no way enter into rivalry or competition with existing organisations, but, remembering that 'union is strength,' should rather aim at welding the two into one homogeneous body, by instituting conferences to discuss important questions relating to the improvement of our sailors' condition; and as part, and not the least important part, of its patriotic labours, should be earnest and constant in endeavouring to impress upon the crew that they too, had a duty to perform, and must seek in working out their own salvation.

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## SPECTATOR.

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Yearned to know why the riders bold  
Basking under a *Judas* fold,  
Led by *Jamieson* (who more truly)  
Met *Traversing*, *foes*, and *death*.

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Met for the loftiest flight  
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Laureate in naught save name;  
Feeding the world with trumpery hash  
Of vulgar, pointless, jingling trash;  
Causing him to blush in shame,  
And the Nine in anguish to grieve.

Again to write he tried,  
When, bled with sorrow's load,  
A mother sought to soothe the pain  
Her widowed heart knew once again,  
As at a stricken daughter's side  
His tender pity glowed.

Glorious the lengthy reign,  
And marked by triumphs great;  
Yet none so truly, truly grand,  
As the woman's heart and loving hand,  
Guiding the ready helm of state,  
With wit and wisdom of a saint.

Ah! in a realm so vast,  
Where the mother Queen moves all  
To gentle deeds, and loving speech,  
And reverence wide as Empire's reach,  
Is there no heart to make this fall  
Of Laureateship the last?

## THE WHEELBARROW TOUR.

Some months ago, three persons—M. Gallia, his wife, and his brother-in-law—left Paris with a wheelbarrow, to make a tour of the world. M. Gallia (the *London Telegraph's* correspondent says) has returned to Paris, and has given his own account of the adventures of the party. From his narrative it appears that his wife died from injuries inflicted by wolves. M. Gallia states that, as they were nearing Mitrovitz, in Croatia, on January 24th last, they were suddenly attacked by nine savage wolves. The little expedition was moving very slowly on account of the snow, which was piled deeply on the roads. One of the animals bounded to M. Gallia's throat before he had time to draw his revolver. Fortunately, he was able to shoot the animal with his pistol, and he was successful in lodging a bullet in the beast's neck. Hardly had he done so, when the other wolves sprang at her and bit her terribly in the face, breast, and arms. Peasants, hearing shots, came to the assistance of the travellers, and five of the animals were slain. The others ran off to the woods, having been pursued a considerable distance by the rustic. M. Gallia was in a pitiful condition and had fainted through loss of blood. The peasants made a stretcher for her out of tree branches and carried her to the town of Indje, eight miles from Mitrovitz. There she was conveyed to her home by horse and carriage, but, in spite of all the care bestowed on her, she died in that town.

With regard to the rapidly with which coal can be put on board a steamer at Barry, the case of the *Riviera* is cited, on Sept. 14th last, when, between 3.30 p.m. and 8 p.m., upwards of 2,000 tons were put on board that vessel. It would be impossible for the Admiralty to overlook such a feat should circumstances arise to render the mobilisation of the fleet necessary. This performance affords very much in its nature from the outfit of steamers as done at Singapore or other coaling ports. The coal in the *Riviera* case is reported to have been hoisted by cranes and trucks which coal is stored into bunkers, a very different thing. The best performance of *Laurel* in this respect was the coaling of the *Starling Castle* (1,800 tons) and the *Glenloch* (1,400) in 9 hours, worked simultaneously. Under the circumstances this represents even better work, and demands infinitely more organisation and supervision than the stowage of coal cargo in the holds of the *Riviera* alluded to above.—*Singapore Free Press*.

For pure thrill it would be difficult, indeed, to surpass an incident that occurred in a little mining town in the North-West of Australia some time ago. The alarm was raised

## To Let.

**TO LET.**  
D WELING HOUSES—  
HOUSES IN RIVER TERRACE,  
No. 17, LINDSEY TERRACE,  
RICHMOND HOUSE, HONGKONG  
ROAD—FURNISHED OR UNFURNISHED.  
No. 6 VICTORIA VIEW, Kow-  
loon.  
Apply to  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LTD.  
Hongkong, March 10, 1896. 233

**TO LET.**  
5 ROOMED BUNGALOW 'REEDA,'  
BONHAM ROAD.  
Apply to  
CHINA MERCHANTS' S. N. Co.,  
No. 22, PRINCE STREET.  
Hongkong, January 25, 1896. 201

**TO LET.**  
NO. 3, WEST VILLAS.  
Apply to  
G. C. ANDERSON.  
Hongkong, December 4, 1895. 2264

**TO LET.**  
1 ST FLOOR OF NO. 12, QUEEN'S ROAD  
CENTRAL, suitable for OFFICES or  
DWELLING ROOMS.  
No. 2, DUNDRELL STREET, suitable for  
OFFICES or DWELLING ROOMS.  
Apply to  
LINDSEY & DAVIS.  
Hongkong, November 30, 1895. 2223

**TO LET.**  
(Possession 1st April, 1896).  
NO. 1, ALBANY, just above the PUBLIC  
GARDENS.  
And  
WESTBOURNE VILLA, NORTH.  
Apply to  
LINDSEY & DAVIS.  
Hongkong, March 10, 1896. 551

**TO LET.**  
LARKSPUR, UPPER RICHMOND ROAD.  
Seven Rooms and Tennis Lawn.  
Apply to  
MR. L. SIMON,  
Banque de l'Indo-Chine.  
Hongkong, November 5, 1895. 2239

## Shipping.

## Steamers.

AUSTRIAN LLOYD'S STEAM  
NAVIGATION COMPANY.  
UNDER MAIL CONTRACT WITH THE  
AUSTRIAN GOVERNMENT.

STEAM TO SHANGHAI & KOBE.  
The Co.'s Steamship  
"Ecktra,"  
Capt. P. COSSOVICH,  
will leave for the above  
places on TUESDAY, the 17th Instant.  
For Freight or Passage, apply to  
SANDER & CO.,  
Agents.  
Hongkong, March 10, 1896. 550

OCEAN STEAMSHIP COMPANY.  
FOR LONDON VIA SUEZ CANAL.  
The Co.'s Steamship  
"Tantala,"  
Capt. HANNAI, will be  
despatched as above on  
WEDNESDAY, the 15th Instant.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, March 7, 1896. 439

OCEAN STEAMSHIP COMPANY.  
FOR LONDON VIA SUEZ CANAL.  
The Co.'s Steamship  
"Nefor,"  
Capt. HANNAI, will be  
despatched as above on  
WEDNESDAY, the 15th Instant.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, March 7, 1896. 533

RICKMERS REGULAR LINE OF  
STEAMERS.  
FOR MARSEILLES, BREMEN AND  
HAMBURG.  
The Co.'s Steamship  
"Dorinda Rickmers,"  
Capt. PARN, will be  
despatched as above on  
WEDNESDAY, the 15th Instant.  
For Freight, apply to  
ARNHOLD, KARBURG & CO.,  
Agents.  
Hongkong, March 5, 1896. 509

SHELL LINE OF STEAMERS.  
FOR LONDON AND HAMBURG.  
The Co.'s Steamship  
"Telena,"  
Capt. T. G. SCOTT, will be  
despatched as above on  
WEDNESDAY, the 15th Instant.  
For Freight, apply to  
ARNHOLD, KARBURG & CO.,  
Agents.  
Hongkong, March 7, 1896. 526

FOR SINGAPORE, HAVRE AND  
HAMBURG.  
(Calling at NAPLES for Landing Passengers  
if sufficient inducement offers).  
(Taking Cargo at through rates to  
ANTWERP, AMSTERDAM, ROTTER-  
DAM, LISBON, OPORTO, LONDON,  
LIVERPOOL AND BREMEN).  
The Steamship  
"Priga,"  
Capt. J. JONES, will be  
despatched for the above  
Ports on or about 15th Instant.  
This steamer has superior Accommoda-  
tion for First and Second Class Passengers,  
and carries a Doctor and a Stewardess.  
For Freight or Passage, apply to  
SIEMSEN & CO.,  
Agents.  
Hongkong, March 6, 1896. 508

## Shipping.

## Steamers.

FOR SYDNEY AND MELBOURNE.  
(Calling at PORT DARWIN, THURSDAY  
ISLAND & QUEENSLAND PORTS and  
taking through Cargo to ADELAIDE).

The Steamship  
"Olio,"  
Capt. PEDERSEN, will be  
despatched for the above  
Ports TO-MORROW, the 14th Instant, at  
Noon, instead of as previously advertised.  
For Freight or Passage, apply to  
D. M. WRIGHT & CO.,  
27, PRINCE STREET.  
Agents throughout Australia.  
Messrs. BURNS PHILIPS & CO.  
Hongkong, March 13, 1896. 517

CHINA NAVIGATION COMPANY,  
LIMITED.  
FOR SHANGHAI.  
The Steamship  
"Zhenyuan,"  
Capt. CHENG, will be  
despatched on SATUR-  
DAY, the 14th Instant, at 3 p.m.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, March 12, 1896. 517

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.  
FOR SINGAPORE, SAMARANG AND  
SOERABAYA.  
The Co.'s Steamship  
"Ongany,"  
Capt. J. YOUNG, will be  
despatched as above on  
SATURDAY, the 14th Instant, at 4 p.m.  
For Freight or Passage, apply to  
JARDINE, MATHESON & CO.,  
General Managers.  
Hongkong, March 11, 1896. 536

FOR SINGAPORE, MARSEILLES,  
HAVRE AND HAMBURG.  
(Taking Cargo at through rates to  
ANTWERP, AMSTERDAM, ROTTER-  
DAM, LISBON, OPORTO, LONDON,  
LIVERPOOL AND BREMEN).  
The Steamship  
"Senta,"  
Capt. J. VOSS, will be  
despatched for the above  
Ports on SATURDAY, the 14th Instant, at  
4 p.m.  
For Freight, apply to  
SIEMSEN & CO.,  
Agents.  
Hongkong, March 9, 1896. 438

OCEAN STEAMSHIP COMPANY.  
FOR SHANGHAI.  
(Taking Cargo & Passengers at through rates  
for NINGPO, CHEFOO, TIENTSIN,  
HANKOW AND PORTS ON THE  
YANGTZE).  
The Co.'s Steamship  
"Menelaus,"  
Capt. TOWN, will be  
despatched on SATUR-  
DAY, the 14th Instant.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, March 12, 1896. 553

CHINA NAVIGATION COMPANY,  
LIMITED.  
FOR CHEFOO AND NEWCHANG.  
The Steamship  
"Foonchen,"  
Capt. BLACKBURN, will be  
despatched on SATUR-  
DAY, the 14th Instant.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, March 6, 1896. 519

CHINA NAVIGATION COMPANY,  
LIMITED.  
FOR AMOY, SINGAPORE, BATAVIA,  
SAMARANG AND SOERABAYA.  
The Steamship  
"Huyeh,"  
Capt. QUAZ, will be  
despatched on SUNDAY,  
the 16th Instant, at Daylight.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, March 12, 1896. 554

EASTERN & AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.  
FOR KOBE.  
The Chartered Steamship  
"Campano,"  
Capt. HAWKES, will be  
despatched for the above  
Port on SUNDAY, the 15th Instant.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, March 12, 1896. 566

BEN LINE OF STEAMERS.  
FOR KOBE AND YOKOHAMA.  
The Steamship  
"Bojaria,"  
Capt. WALLACE, will be  
despatched as above on  
SUNDAY, the 15th March.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, March 12, 1896. 567

EASTERN & AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.  
FOR SYDNEY AND MELBOURNE.  
(Calling at PORT DARWIN & QUEEN-  
SLAND PORTS and taking through Cargo  
to ADELAIDE, NEW ZEALAND,  
TASMANIA, &c.)  
The Steamship  
"Gulliver,"  
Capt. MCANULTY, will be  
despatched for the above  
Ports on or about 15th Instant.  
This well-known steamer is especially fit-  
ted for Passengers and has a Refrigerating  
Chamber which ensures the supply of Fresh  
Meat, etc., throughout the voyage. A  
daily-qualified Surgeon is carried.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, March 3, 1896. 504

## Shipping.

## Steamers.

FOR NEW YORK VIA SUEZ CANAL.  
(Following the S.S. "Fallodon Hall").  
The Steamship  
"Queen Olga,"  
Capt. HANNAI, will be  
despatched for the above  
Port on or about 15th March.  
For Freight, apply to  
SHEWAN & CO.,  
Hongkong, February 25, 1896. 449

MOGUL LINE OF STEAMERS.  
FOR NEW YORK VIA SUEZ CANAL.  
The Steamship  
"Ghazee,"  
Capt. BAILEY, will be  
despatched for the above  
Port at Noon, on TUESDAY, the 17th  
March.  
For Freight or Passage, apply to  
DODWELL, CARLILL & CO.,  
Agents.  
Hongkong, March 5, 1896. 507

FOR SINGAPORE, PENANG AND  
CALCUTTA.  
The Steamship  
"Lightning,"  
Capt. J. G. SPENCE, will be  
despatched for the above  
Ports on TUESDAY, the 17th Inst.,  
at 3 p.m.  
For Freight or Passage, apply to  
DAVID SASSOON, SONS & CO.,  
Agents.  
Hongkong, March 11, 1896. 555

THE OREGON RAILWAY AND  
NAVIGATION COMPANY'S  
PACIFIC STEAMSHIP  
LINE.  
CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1896.  
(SUBJECT TO ALTERATION.)  
Chittagong..... Tuesday, 17th March.  
TAKING PASSENGERS AND CARGO FOR UNITED  
STATES AND CANADA AT THROUGH RATES.  
The Steamship  
"Chittagong,"  
Capt. J. VOSS, will be  
despatched for HONOLULU, VICTO-  
RIA, B.C., and PORTLAND, ORE-  
GON, via KOBE and YOKOHAMA, on  
TUESDAY, the 17th Instant.  
Consular Licenses of Goods for United  
States Ports should be in Quamquam, and  
one Copy must be sent forward by the  
Steamer to the care of the General  
Freight Agent, Oregon Railway and  
Navigation Co., Portland, Oregon.  
For further information as to Passage and  
Freight, apply to  
SHEWAN & CO.,  
Agents.  
Hongkong, March 12, 1896. 441

CHINA NAVIGATION COMPANY,  
LIMITED.  
FOR CHEFOO, TIENTSIN AND  
NEWCHANG.  
The Steamship  
"Kansu,"  
Capt. SOMMERVILLE, will be  
despatched on FRI-  
DAY, the 20th Instant.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, March 12, 1896. 555

NIPPON YUSEN KAISHA.  
JAPAN-EUROPE LINE.  
STEAM FOR  
COLOMBO, BOMBAY, PORT SAID,  
LONDON AND ANTWERP.  
The Co.'s Steamship  
"Tosa-Maru,"  
will be despatched as  
above on or about the  
30th Instant.  
To be followed by a steamer leaving  
Japan monthly.  
For Freight or Passage apply to  
NIPPON YUSEN KAISHA.  
Hongkong, March 9, 1896. 556

GLEN LINE OF STEAM PACKETS.  
FOR NEW YORK VIA SUEZ CANAL.  
The Steamship  
"Glenrithy,"  
Capt. GEORGE, will be  
despatched as above on  
or about THURSDAY, the 2nd April.  
For Freight or Passage, apply to  
JARDINE, MATHESON & CO.,  
Agents.  
Hongkong, March 12, 1896. 570

Sailing Vessels.  
FOR SAN FRANCISCO.  
The American Barque  
"Coloma,"  
NOYES, Master, will load here  
for the above Port, and will  
have quick despatch.  
For Freight, apply to  
SHEWAN & CO.,  
Hongkong, March 3, 1896. 489

FOR SAN FRANCISCO.  
The 103 A.T. British Ship  
"Fennoscandia,"  
Fennoscandia, Master, will load  
here for the above Port, and  
will have quick despatch.  
For Freight, apply to  
SHEWAN & CO.,  
Hongkong, December 5, 1895. 2217

FOR SAN FRANCISCO.  
The 100 A.T. British Ship  
"Queen Elizabeth,"  
Fulford, Master, will load here  
for the above Port, and will  
have quick despatch.  
For Freight, apply to  
SHEWAN & CO.,  
Hongkong, February 18, 1896. 388

WASHING BOOKS.  
(In English and Chinese.)  
WASHERMAN'S BOOKS, for the use  
of Ladies and Gentlemen, can now  
be had at this Office.—Price, \$1 each.  
CHINA MAIL OFFICE.

## Mails.

Occidental & Oriental Steam-  
Ship Company.

MAKING CARGO AND PASSENGERS  
TO JAPAN, THE UNITED  
STATES, MEXICO, CENTRAL AND  
SOUTH AMERICA, AND EUROPE,  
VIA  
THE OVERLAND RAILWAYS,  
AND  
ATLANTIC & OTHER CONNECTING  
STEAMERS.

VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
Gaelic (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Saturday, Mar. 21, at noon.  
Doric (via Nagasaki, Kobe, Inland Sea, and Yokohama)..... Wednesday, April 8, at noon.

THE Steamship "Gaelic" will be  
despatched for SAN FRANCISCO,  
via NAGASAKI, KOBE, INLAND SEA,  
YOKOHAMA and HONOLULU, on  
SATURDAY, the 21st March, at Noon,  
connection being made at Yokohama with  
Steamers from Shanghai.

Steamers of this line pass through the  
INLAND SEA OF JAPAN and call at  
HONOLULU, and passengers are allowed to  
break their journey at any point en route.

Through Passengers Tickets granted to  
England, France, and Germany by all trans-  
Atlantic lines of Steamers, and to the principal  
cities of the United States or Canada.  
Rates and particulars of the various routes  
may be obtained upon application.

Special rates (first class only) are granted to  
Missionaries, members of the Navy,  
Military, Diplomatic, and Civil Services,  
to European officials in service of China  
and Japan, and to Government officials and  
their families.

Passengers who have paid full fare, re-  
embarking at San Francisco for China or  
Japan (or vice versa) within one year, will  
be allowed a discount of 10 per cent. This  
allowance does not apply to through fares  
from China and Japan to Europe.

All Parcel Packages should be marked to  
address in full; and name will be received  
at the Company's Office until 5 p.m. the  
day previous to sailing.

Consular Licenses to accompany Cargo  
intended to go beyond San Francisco,  
in the United States, should be sent to the  
Company's Office, addressed to the Col-  
lector of Customs, San Francisco.

For further information as to Freight  
& Passage, apply to the Agency of the  
Company, No. 1, PRINCE STREET.

J. S. VAN BUREN,  
Agent.  
Hongkong, March 11, 1896. 511

U. S. Mail Line.  
PACIFIC MAIL STEAMSHIP  
COMPANY.

VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
City of Peking (via Nagasaki, Kobe, Inland Sea and Honolulu)..... Tuesday, Mar. 31, at noon.  
China (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Thursday, April 16, at noon.  
Peru (via Nagasaki, Kobe, Inland Sea and Yokohama)..... Sunday, May 3, at daylight.

THE U. S. Mail Steamship "CITY  
OF PEKING" will be despatched for  
SAN FRANCISCO, via NAGASAKI,  
KOBE, INLAND SEA and YOKOHAMA,  
on TUESDAY, the 31st March, at Noon,  
connection being made at Yokohama with  
Steamers from Japan, the United States,  
and Europe.

Steamers of this line pass through the  
INLAND SEA OF JAPAN, and call at  
HONOLULU, and passengers are allowed to  
break their journey at any point en route.

Through Passengers Tickets granted to  
England, France, and Germany by all trans-  
Atlantic lines of Steamers, and to the principal  
cities of the United States or Canada.  
Rates may be obtained on applica-  
tion.

Passengers holding through ORDERS TO  
EUROPE have the choice of the Overland  
Rail routes from San Francisco, including  
the SOUTHERN PACIFIC, CENTRAL  
PACIFIC, UNION PACIFIC, DENVER  
and RIO GRANDE and NORTHERN  
PACIFIC RAILWAYS; also the CANA-  
DIAN PACIFIC RAILWAY on payment  
of \$4 in addition to the regular tariff rate.

Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan  
Ports, to San Francisco, to Atlantic  
and Inland Cities of the United States, via  
Overland Railway, to Havana, Trinidad,  
and Demerara, and to ports in Mexico,  
Central and South America, by the Com-  
pany's and connecting Steamers.

Freight will be received on board until 4  
p.m. the day previous to sailing. Parcel  
Packages will be received at the office until  
5 p.m. same day; all Parcel Packages  
should be marked to address in full; value  
of same is required.

Consular Licenses to accompany Cargo  
intended to go beyond San Francisco  
in the United States, should be sent to the  
Company's Office in San Francisco, ad-  
dressed to the Collector of Customs at San  
Francisco.

For further information as to Passage  
and Freight, apply to the Agency of the  
Company, No. 1, PRINCE STREET.

J. S. VAN BUREN,  
Agent.  
Hongkong, March 11, 1896. 510

## Mails.

## NOTICE.

COMPAGNIE DES MESSAGERIES  
MARITIMES.  
PAQUEBOTS POSTE FRANÇAIS.  
STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, PONDICHERY,  
MADRAS, CALCUTTA, DJIBOUTI,  
EGYPT, MARSEILLES,  
MEDITERRANEAN AND  
BLACK SEA PORTS, LONDON,  
HAVRE AND BORDEAUX.

ALSO  
PORTS OF BRAZIL & RIVER PLATE.

ON WEDNESDAY, the 13th March,  
at 10 a.m., the Company's S.S.  
"MELBOURNE," Commandant BOURDON,  
with MAILS, PASSENGERS, SPECIE,  
and CARGO, will leave this Port for  
MARSEILLES via Ports of Call, without  
transshipment.

Cargo and Specie will be registered for  
London as well as for Marseilles, and ac-  
cepted in transit through Marseilles for the  
principal places of Europe.

Shipping Orders will be granted till  
Noon.  
Cargo will be received on board until 4  
p.m. Specie and Parcels until 3 p.m. on  
the 17th March. (Parcels are not to be  
sent on board; they must be left at the  
Agency's Office).

Contents and value of Packages are re-  
quired.  
For further particulars, apply at the  
Company's Office.

O. TOURNARE,  
Acting Agent.  
Hongkong, March 5, 1896. 504

NORDDEUTSCHER LLOYD.  
STEAM FOR  
SINGAPORE, COLOMBO, ADEN,  
SUET, PORT SAID,  
NAPLES, GENOA,  
ANTWERP, BREMEN & HAMBURG,  
PORTS IN THE LEVANT, BLACK  
SEA & BALTIC PORTS;  
ALSO,  
LONDON, NEW YORK, BOSTON,  
BALTIMORE, NEW ORLEANS,  
SALVADOR & SOUTH AMERICAN  
PORTS.

THE COMPANY'S STEAMERS WILL CALL  
AT SOUTHAMPTON TO LAND PASSENGERS  
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills  
of Lading for the principal places in  
RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION.)

Prussia..... Tuesday March 31.  
Sachsen..... Tuesday April 28.  
Karlshafen..... Tuesday May 23.  
Prinz Heinrich..... Tuesday June 22.  
Prussia..... Tuesday July 21.  
Sachsen..... Tuesday August 18.  
Karlshafen..... Tuesday September 16.  
Prinz Heinrich..... Tuesday October 13.  
Prussia..... Tuesday November 10.

ON TUESDAY, the 31st day of March,  
1896, at 9 a.m., the Company's  
S.S. "PREUSSEN," Captain HAGEMANN,  
with MAILS, PASSENGERS, SPECIE,  
and CARGO, will leave this port as above,  
calling at NAPLES and GENOA.

Shipping Orders will be granted till  
Noon, on SATURDAY, the 28th March.  
Cargo and Specie will be received on  
board until 5 p.m. on MONDAY, the 30th  
March, and Parcels will be received (at  
the Agency's Office) until Noon, on MONDAY,  
the 30th March. Contents of Packages  
are required. No Parcel Receipts will be  
signed for less than \$2.50, and Parcels  
should not exceed Two Feet Cubic in  
measurement.

The Steamer has splendid Accommodation  
and carries a Doctor and Stewardess.  
Linen can be washed on board.

For further Particulars, apply to  
MEYERSON & CO.,  
Agents.  
Hongkong, March 2, 1896. 552

NORTHERN PACIFIC  
STEAMSHIP AND RAILROAD  
COMPANIES.

VIA INLAND SEA OF JAPAN.  
The attention of Passengers is directed  
to the very cheap rates offered by this  
Line to the PACIFIC COAST and to the In-  
terior and Eastern Cities of the UNITED  
STATES AND CANADA and to EUROPE.

HONGKONG TO LONDON, \$400.  
Excellent accommodation. First class  
Tables, Bed and Stewardess carried.  
HONGKONG TO NEW YORK, \$350.

The Railroad travelling is second to none  
on the American Continent. Magnificent  
Scenery of the ROCKY and CASCADE MOUNTAINS.  
The YELLOWSTONE NATIONAL PARK  
route. Passengers to EUROPE may proceed  
by one of the first class ATLANTIC MAIL  
LINERS.

HONGKONG TO TACOMA, \$225.  
Rates of Passage to other Ports on ap-  
plication.

Special rates allowed to members of Go-  
vernment Services.

PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION.)  
Tacoma..... 2,549 | Tuesday | April 7.  
Victoria..... 3,167 | Tuesday | May 5.  
Hankow..... 3,594 | Tuesday | June 2.

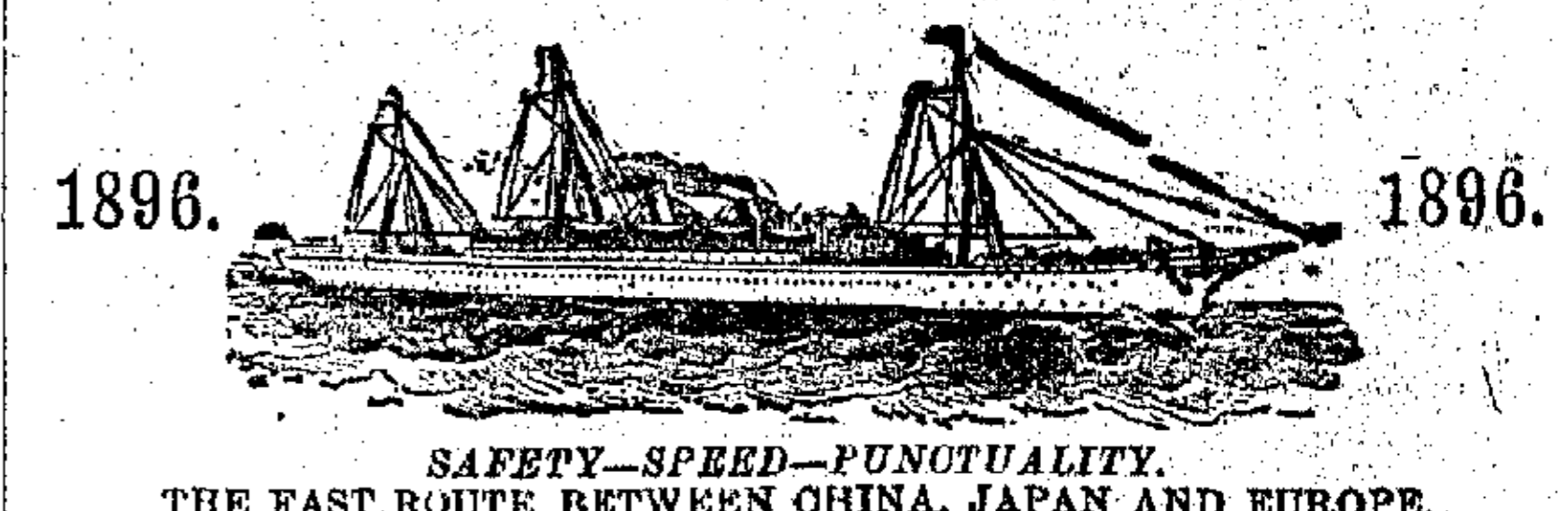
THE Steamship "TAOOMA," Captain  
R. CHAWORTH, sailing at Noon, on  
TUESDAY, the 7th April, will proceed to  
VICTORIA (B.C.) and TAOOMA  
(Wash.), via SHANGHAI, KOBE and  
YOKOHAMA.

Through Bills of Lading issued to Japan,  
Pacific Coast Ports, and to Canadian and  
United States Ports.

Consular Licenses of Goods for United  
States Ports should be in quadruplicate,  
and one copy must be sent forward by the  
steamer to the care of the Freight Agent,  
Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with  
address marked in full) by 5 p.m. on the  
day previous to sailing.  
For further information as to Passage or  
Freight, apply to  
DODWELL, CARLILL & CO.,  
Agents.  
Hongkong, March 10, 1896. 554

## Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.

1896. SAFETY—SPEED—PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,  
VIA CANADA AND THE UNITED STATES.  
(Calling at AMOY, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND  
VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.  
EMPRESS OF JAPAN..... Commander G. O. A. LEE, R.N.R. .... Wednesday, 18th Mar/96.  
EMPRESS OF CHINA..... Commander R. ASCHUBALD, R.N.R. .... Wednesday, 8th April/96.  
EMPRESS OF INDIA..... Commander H. PETER, R.N.R. .... Wednesday, 29th April/96.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF  
JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.)  
in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-  
CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there  
daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC  
WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New  
York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and  
the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD.  
Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.  
SPECIAL RATES (first class only) granted to Missionaries, Members of the Navy,  
Military, Diplomatic and Civil Services, and to European Officials in the Service of  
China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney  
Australia via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits,  
Good for 9 months \$100.

The attractive features of this Company's route, embraces its PALATIAL  
STEAMSHIPS, (second to none in the world), the LUXURIANCE OF ITS  
TRANSCONTINENTAL TRAINS (the Company having received the highest award  
for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT  
MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and  
operated by the Company, and their appointments and cuisine are unequalled.  
For further information, Maps, Guide Books, Rates of Passage, etc., apply to  
D. E. BROWN, General Agent,  
FREDERICK STREET.  
Hongkong, March 12, 1896. 533

INSURANCES.  
THE MANCHESTER FIRE ASSUR-  
ANCE COMPANY.  
(ESTABLISHED A.D. 1824).

CAPITAL.....£2,000,000  
TOTAL FUNDS AND RESERVE.....£2,480,458  
NET ANNUAL FIRE PREMIUM.....£751,478

HAVING been appointed AGENTS of  
the above Company we are prepared to  
accept EUROPEAN and CHINESE RISKS  
at Current Rates.

HOLLIDAY, WISE & CO.,  
Agents.  
Hongkong, January 1, 1896. 12

NORTH BRITISH AND MERCANTILE  
INSURANCE COMPANY.  
TOTAL FUNDS at 31st December, 1894,  
£11,071,018 2s. 2d.

Authorized Capital.....£3,000,000.0  
Subscribed Capital.....£2,750,000.0  
Paid-up Capital.....£2,687,500.0  
Fire Funds.....£2,410,927.3  
Revenue Fire Branch.....£1,646,868.17

HAVING been appointed AGENTS of  
the above Company we are prepared to  
accept EUROPEAN and CHINESE RISKS  
at Current Rates.

SHEWAN & CO.,  
Agents.  
18 July, 1895. 1300

UNION ASSURANCE SOCIETY.  
(Instituted in the Reign of Queen Anne  
A.D. 1714).



## Intimations.

## Waterbury Watches.

SERIES 'L' or Lady's Size @ \$4.50 each.

Do. 'J' or Gent's do. @ \$4.50 do.

Do. 'B' or do. do. @ \$2.00 do.

Apply to

THE MITSUI BUSSAN KAISHA,

8, Queen's Road Central.

Hongkong, December 28, 1895. 2104

## THE CHINESE MAIL

報日字華

(Wah Te Yat Po)

THIS paper is now issued every day.

The subscription is fixed at Five

Dollars per annum delivered in Hong-

kong, or Eleven Dollars Forty Cents in-

cluding postage to Canton ports.

It is the first Chinese Newspaper ever

issued under purely native direction. The

chief support of the paper is of course

derived from the native community,

amongst whom also are to be found the

guarantors and securities necessary to

place it on a business and legal footing.

The projectors, basing their estimates

upon the most reliable information from

the various Ports in China and Japan,--

from Australia, California, Singapore, Pe-

rang, Saigon, and other places frequented

by the Chinese,--consider themselves justified

in guaranteeing large and ever-increasing

circulation. The advantages offered to

advertisers are therefore unusually great, and

the foreign community generally will find

it to their interest to avail themselves of

them.

The field open to a paper of this descrip-

tion--conducted by native efforts, but

progressive and anti-obstructive in tone--

is almost limitless. It on the one hand

commands Chinese belief and interest,

while on the other it deserves every aid

that can be given to it by foreigners.

Like English journals it contains Editorials,

with Local, Shipping, and Commercial

News and Advertisements.

Subscription orders for the above may be

sent to

GEO. MURRAY BAIN,

China Mail Office,

FOR SALE.

A COMPLETE REPRINT, in Pamphlet

Form, of the proceedings in the

LIZEL CASE OF

REGINA V. PITMAN,

containing the whole of the Proceedings at

the Police Court, full report of the trial in

Criminal Sessions, with connected Corres-

pondence and comments of the Press.

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In the following Statements and Tables

the Rates are given in cents, and are, for

Letters per half ounce, for Books and

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Newspapers over two ounces in weight

are charged as double, treble, &amp;c., as the

case may be, but such papers or packets

of papers may be sent at Book Rate. Two

Newspapers must not be folded together as

one, nor must anything whatever be inserted

except bona fide Supplements of the same

paper and the same date. Printed mat-

ter may, however, be enclosed, if the

whole be paid at Book Rate. Prices Cur-

rent may be paid either as Newspapers or

Books.

Commercial Papers signify such papers

as, though Written by Hand, do not bear

the character of an actual or personal cor-

respondence, such as invoices, deeds, copied

music, &amp;c. The charge on them is the same

as for books.

The sender of a Registered Article for a

Union Country may obtain an acknowl-

edgment of delivery on paying an extra fee

of 5 cents.

The limit of weight for Books and Com-

mercial Papers to Foreign Post Offices is

4 lbs. Papers for such offices are limited

to 8 ounces except to Austria, Belgium,

Bolivia, Bulgaria, Congo Free State, Costa

Rica, Ecuador, Egypt, France, Greece,

Guatemala, Hawaii, Holland, Hungary,

Italy, Japan, Liberia, Luxembourg, Mexico,

Persia, Peru, Portugal, Rumania, Savi-

dor, Serbia, Siam, Spain, Switzerland,

Tunis, The Argentine Republic, The Domini-

can Republic, The Republic of Honduras,

United States, to which places 12 oz. (360

grammes) is the limit, and must not exceed

these dimensions: 12 inches by 8 inches

by 4 inches.

## Countries of the Postal Union.

The Union may be taken to comprise all

civilized countries.

## Postage to the United Kingdom.

Letters, . . . 10 cents per 1/2 oz.

Post Cards, . . . 4 cents each.

Registration, . . . 10 cents.

Books, Patterns and . . . 2 cents per 2 oz.

Comm. Papers, . . . 2 cents per 2 oz.

## Postage to Union Countries.

General Rates, by any route:--

Letters, . . . 10 cents per 1/2 oz.

Post Cards, . . . 4 cents each.

Reply Post Cards, . . . 8 cents each.

Registration, . . . 10 cents.

Newspapers, . . . 2 cents per 2 oz.

Books, Patterns and . . . 2 cents per 2 oz.

Comm. Papers, . . . 2 cents per 2 oz.

There is no charge on redirected cor-

respondence within the Postal Union.

## LOCAL POSTAGE.

The General Local Rates for Hongkong,

China and Treaty Ports (Canton excepted)

are:--

Letters per 1/2 oz., 5 cents (c).

Post Cards, each, 1 cent.

Reply Post Cards, 2 cents each.

Books and Patterns, per 2 oz., 2 cents.

Newspapers and Prices Current, 2 each

per 2 oz.

Registration, 5 cents.

## Local Delivery.

1. All correspondence posted before 5

p.m. on any week day for addresses in

Victoria will be delivered the same day.

In Town (Ship Street to Bonham Street)

West, up to level of Robinson Road) at 8

a.m. 10 a.m., noon, 2 p.m., 4 p.m., 6 p.m.

In the Suburbs, 9 a.m., noon, 5 p.m., unless

the delivery should be retarded by the Con-

tract Mail.

2. Boxholders who desire to send Cir-

culars, Dividend Warrants, Invitations, Cards,

&amp;c., all of the same weight, to addresses in

Hongkong, or the Ports of China, may

deliver them to the Post Office unstamp-

ed, postage being charged to the

sender's account. Each batch must con-

sist of at least ten.

3. Boxholders may also send Patterns to

the same places in the same way. En-

velopes containing Patterns may be wholly

closed, if the nature of the contents be first

exhibited or stated to the Postmaster

General, as he may consider necessary, and

approved by him. Printed Circulars may

be inserted in such Pattern Packets.

The Post Office declines all responsibility

for Unregistered Letters or Parcels sent

Noted or Jewellery and where Re-

gistration has been neglected, WILL MAKE

NO EXQUISITE into alleged losses of such

letters.

It is forbidden to insert in ordinary or

Registered Correspondence (a) Current Coin

(b) Articles liable to Customs Duty.

Parcel Post to the United Kingdom.

Parcels not exceeding 11 lbs. in weight

are received in Hongkong and at British

Post Offices in China, for transmission to

the United Kingdom by P. &amp; O. Packet

old Gibraltar. No parcel is sent with the

Overland Mail via Brindisi. Parcels there-

fore arrive in London about eight days later

than the Mail. Parcels may be sealed, but

any parcel, even though sealed, is liable to

be opened for examination.

Parcels must be posted in Hongkong

before 3 p.m. on the day before the de-

parture of the Mail. Those arriving from

the Coast, &amp;c., after this hour are kept for

the following P. &amp; O. Mail.

The Postage is 40 cents per lb., and 25

cents each succeeding lb. on fraction of a lb.

which includes Registration fee, and must

be prepaid in stamps. No further charge is

made in the United Kingdom except for

Customs duties. No parcel must be more

than 3 feet 6 inches in length, or 6 feet in

greatest length and girth combined. A re-

ceipt is given for each Parcel.

The sender must fill up a form of Customs

Declaration, which can be obtained free at

each Post Office. No parcel can be accept-

ed till this is completely and accurately

filled. The only articles ordinarily sent

from China which are liable to duty are

Tea and Tobacco.

Dangerous or perishable goods, articles

likely to injure the Mail, Liquids (unless

securely packed) or parcels easily crushed,

such as hand-boxes, are prohibited. No Pa-

rcel can be received if its value exceeds \$500.

A Parcel may contain a letter to the same

address as that of the Parcel itself, or an-

other Parcel to the same address. No

other enclosures are allowed.

With regard to inward Parcel, addressees

are requested to observe that the Parcel

Mail is not opened until the ordinary dis-

tribution of letters, &amp;c., is finished. The

postage on Parcels at Home is 10s. per lb.,

the Regulations are generally similar to the

above, and the Parcels are sent out via

Gibraltar.

Indemnity for the Loss of a Registered Article.

The Post Office is not legally responsible

for the safe delivery of Registered correspon-

dence, but it is prepared to make good the

contents of such correspondence lost while

passing through the Post, to the extent of

\$10, in certain cases, provided:--

1. That the sender duly observed all the

conditions of Registration required.

2. That the letter was securely enclosed

in a reasonably strong envelope.

3. That application was made to the

Postmaster General of Hongkong immedi-

ately the loss was discovered, and within a

year at the most from the date of Posting.

4. That the Postmaster General is satis-

fied that the loss occurred whilst the corres-

pondence was in the custody of the British

Post administration in China, that it was

not caused by any fault on the part of the

sender, by destruction by fire, or shipwreck,

nor by the dishonesty or negligence of any